

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Rail Safety and Carriers Division
Rail Engineering Safety Branch
Rail Crossings Engineering Section

RESOLUTION SX-37
Date: March 15, 2001

RESOLUTION

RESOLUTION SX-37 PERSUANT TO SECTION 12.1 OF GENERAL ORDER 75-C AUTHORIZING THE SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD TO USE FORESTALLING EQUIPMENT IN GRADE CROSSING CONTROL APPARATUS AT SEVEN NEAR-SIDE STATION CROSSING LOCATIONS IN THE CITIES OF SAN DIEGO AND EL CAJON, SAN DIEGO COUNTY.

SUMMARY

San Diego Metropolitan Transit Development Board (MTDB), by letter dated November 22, 2000, requests authority to control grade crossing signals to delay lowering of gates and illumination of flashing lights as a light rail vehicle (LRV) approaches a station stop before entering the crossing. These controls will be installed at seven locations where stations within grade crossing track circuit limits precede the crossing (near-side stations). The delay, or forestalling, in activation of crossing signals for LRVs stopping at near-side stations will reduce the time the crossings are closed to vehicles and pedestrians.

BACKGROUND

Commission Resolution SX-1, under section 12.1 of General Order 75-C, authorized the MTDB to install and use forestalling equipment at 31 near-side station crossings in the cities of San Diego, National City, Chula Vista, Lemon Grove, La Mesa, and El Cajon, in San Diego County. As a result of the successful operation of forestalling equipment at these 31 locations, MTDB is applying for

authority to permanently install identical equipment at seven other locations in the cities of San Diego and El Cajon.

DISCUSSION

With the forestalling equipment in use, automatic control devices that lower the gates before a train can enter the crossing are bypassed. LRVs within grade crossing protection track detection circuits, approaching a near-side station when the forestalling equipment is in use, must stop at the station for the minimum crossing signal warning time to elapse before the train makes its crossing. The delay, or forestalling, in activation of crossing signals for the LRVs when stopped at near-side stations to alight and board passengers should reduce the time the crossings are closed to vehicles and pedestrians. Improved traffic flow and a reduced incidence of motor vehicle “runaround” of lowered gates at these crossings can be expected through use of the forestalling equipment.

The San Diego Metropolitan Transit Development Board (MTDB) proposes to permanently install and operate forestalling equipment at near-side station crossings which would delay operation of flashing lights and gates by approaching light rail trains at the locations set forth below:

Crossing No.	Street Name	Near-Side Station	Direction of Trains
2-264.2	Taylor Street	Old Town Transit Center	NB
2-265.6	Washington Street	Washington Street Station	SB
2-266.4	Palm Street	Middle Town/Palm St. Station	SB
36D-17.56	Arnelle Avenue	Arnelle Avenue Station	WB
36D-19.44	Marshall Street	Weld Boulevard Station	EB
81MV-4.39	Napa St./Friars Road	Moreno Linda Vista Station	EB
Private	Hazard Center – Driveway One	Hazard Center Station	WB
Private	Hazard Center – Driveway Two	Hazard Center Station	EB

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to PU Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comments is being waived.

FINDINGS

1. Commission Resolution SX-1 authorized the MTDB to install and use forestalling equipment at 31 near-side station crossings. The forestalling equipment has been successfully installed and operated at these 31 locations.
2. MTDB requests authority to permanently install and operate forestalling equipment at seven additional near-side station crossings in the Cities of San Diego and El Cajon, San Diego County.
3. Commission staff has reviewed MTDB's proposal and finds that the request is a safe and reasonable alternative and has merit.
4. Staff recommends that this resolution be adopted.

THEREFORE, IT IS ORDERED THAT:

San Diego Metropolitan Transit Development Board (MTDB) be granted authority to permanently install and operate forestalling equipment at seven additional locations which would delay operation of flashing lights and gates by light rail trains at near-side stations.

The equipment shall be installed, operated and maintained subject to the following conditions:

1. MTDB shall install a signal light unit at each affected crossing, visible to the trolley operator for at least the length of the near-side platform, which will show when crossing protection is activated.
2. MTDB shall modify the car carried equipment to prevent the transponder, or equivalent device, from forestalling the gates from a car in the consist other than the lead car.
3. At each crossing location the following operational data shall be automatically recorded by an event recorder for each near-side station bound train movement: (1) whether or not latch-out was in effect, (2) the time latch-out occurred, (3) the time the crossing relay XR released, and (4) the time the train occupied the island track circuit.

4. MTDB shall prepare a preventive maintenance program for the permanently installed vehicle and wayside equipment. This program shall include scheduled periodic checks of the operational data recorded at each crossing to verify that the train operators continue to correctly follow the prescribed operating rules and procedures, and that the equipment continues to operate properly.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on March 15, 2001, the following Commissioners voted favorably thereon:

/s/WESLEY M. FRANKLIN
WESLEY M. FRANKLIN
Executive Director

LORETTA M. LYNCH
President
HENRY M. DUQUE
RICHARD A. BILAS
CARL W. WOOD
GEOFFREY F. BROWN
Commissioners